

Official and Classified ADVERTISEMENTS

Continued from Page 15

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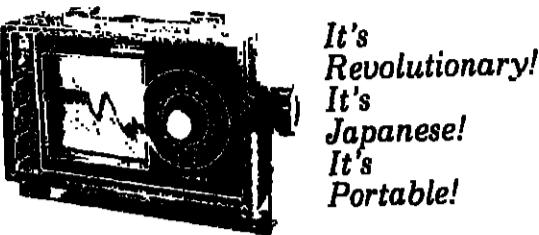
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August 5, 1977

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Fishing News

'RED FLEET' CLEARED FOR MACKEREL KLONDYKE OPERATION

Faroese fish on

FAROISE fishing boats will be able to continue fishing inside British fishery limits up to September 15.

An order was put before Parliament last week by the Minister of Agriculture, Fisheries and Food and the Secretary of State for Scotland and Northern Ireland to enable Faroese vessels to fish on.

Consultations between the EEC and representatives of the Faroe Islands have failed so far to establish an acceptable basis for reciprocal fishing beyond this two-month extension, but further talks are to be held early in September.

Not even wet!

A SCOTTISH fisherman narrowly escaped death while working off Shetland last week.

David Buchan, from the Fraserburgh boat *Alert*, was on deck when a rope caught his leg as the net was being shot. He was dragged over the side and back under the whaleback without touching the water.

Some of the fish, which will be processed on board the motherships, could in the end be bought back and re-exported to non-EEC countries, it was revealed by the British end of the operation, Joint Trawlers International of Reigate, Surrey.

Already a pilot run has been made with a Russian mothership off Scotland. Late last month the 13,500-ton *Rybak Latvii* arrived off Ayr, on the west coast, to take on Scottish-caught mackerel. At 214.60 a unit, this was a fillip for the Scots labouring under the herring ban. *Rybak Latvii* is expected to move on to the Minches.

Getting the operation officially sanctioned was a long job Jon Carroll, managing director of Joint Trawlers, told *Fishing News*. He said the East Europeans were determined to play it straight and would not move until there was an approach at the highest level.

If this operation proves successful, Joint Trawlers will be able to offer a similar one for the mackerel fishery north of the border. In its report for 1976, published last week, the Department of Agriculture and Fisheries reveals that sprat fishing off the north-east coast.

Mr. Carroll also said that his firm would be pursuing a policy of putting local fishermen first. However, with each mothership able to freeze 120-tons a day, he expects to make arrangements with Scottish and Humber-side interests to supply mackerel.

The visit by *Rybak Latvii* to Scotland underlines the growing importance of the mackerel fishery north of the border. In its report for 1976, published last week, the Department of Agriculture and Fisheries reveals that landings were up from 17,000 tonnes to nearly 30,000 tonnes. Out of this total, 12,000 tonnes went for Russia in 1975 and 4,000 tonnes in 1976.

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Turn to page 16

£12,000 FINE

SKIPPER Terry Thresh of the Hull-based trawler *Arctic Galliard* (below) has been fined 120,000 Danish kroner (about £12,000) by a Faroese court for illegal fishing.

Arctic Galliard (1,680 tons gross), Britain's top freezer trawler in 1976, was arrested off Fugloy, the most north-western of the Faroe Islands, while fishing in an area closed to foreign vessels without specific permission to fish there.

Skipper Thresh denied the charges and after the case rejoined his vessel, which headed north-east to other grounds to continue the trip after guarantees were made for payment of the fine.

A spokesman for the

owners, Boyd Line, said they were waiting for more details of the court proceedings and did not know what the charges had been other than illegal fishing. They had considered the case and had a legal adviser in the Faroes to represent them.

They believed they now had the right of appeal, first

to a court in Copenhagen and then to the Supreme Court in Denmark. But the company would wait until discussions with Skipper Thresh at the end of his trip before deciding whether to appeal.

Runaway skipper — page two.

Turn to page two.

16

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16

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Tweed 'sabotage'

THE River Tweed Commissioners' launch *Osprey II* was scuttled on her mid-stream mooring (right) at Berwick last weekend.

It is believed that she was sabotaged as a result of the high feelings amongst fishermen over the stepping up of the "war" on illegal salmon fishing.

A team of salvage experts from Beadnell, led by Stanley and Hector Hall, refloated *Osprey II* with floatation bags and she was towed across river and dry-docked for repairs.

Detectives found a small hole had been drilled in the hull below the water line; fuel and bilge lines were cut; and distributor caps and plugleads removed.

Radar and VHF equipment was damaged in the sinking.

Group Captain John Proudflock, superintendent of the Tweed Commissioners, said on Saturday: "I am absolutely certain the scuttling was deliberate. There has been high feeling in the last few days because we have been working off the coast in close collaboration with the police and Fisheries Protection Service to combat illegal fishing for salmon."

"*Osprey II* was put into service for this purpose and has been a definite deterrent. This deliberate act of sabotage shows the frustration".

Group Captain Proudflock hoped *Osprey II* would be back in service within a week.

Boats 'carry guns'

SOME fishermen in the south-west are reported to be carrying shotguns on board their vessels as a result of harassment by French trawlers.

In the latest incident, the skipper of a Plymouth charter sea angling boat claimed on Monday that a French trawler deliberately fouled his anchor while he was fishing 37 miles out of Plymouth. He claimed that the same trawler had almost sunk another Plymouth boat three months ago.

First reports said the boat had radioed saying she was being "kidnapped". She was dragged around for about an hour, according to "Geordie" Dickson (41) of Artillerymen. They were over a wreck about 25 miles south of the Eddystone.

Skipper Dixon added: "If the French go on like this someone is going to get killed".

Tom Jones, secretary of the South Devon Shell Fishermen's Association, said: "Last year we lost £10,000 worth of equipment, including crab pots, ropes and buoys, and this year the losses are already three-quarters of that amount".

He claimed the trawlers often cut through gear in their search for shoals.

SQUID RECORD TOPPED AGAIN

MILFORD HAVEN'S port grossing has been smashed for the second time in less than a week. And it was again mainly with squid that the new high was set.

Jodestar Gypsy was the vessel responsible for the new record with her catch of 173 kits selling for £8,750 - £1,000 more than the record set up the previous week by Georgie Wilson.

Of Jodestar Gypsy's grossing, more than £5,000 resulted from squid which

sold for up to £37 a six-stone box. In command of the vessel was Skipper Jim Brodie, who had worked the Bristol Channel grounds.

There was also good grossing for Bryher, commanded by Skipper A. James. She landed 149 kits which sold for £6,832.

On the same day Bryher's sister-ship, Rosevear, commanded by Skipper Alex Simpson made £8,114 from 141 kits. The vessel's main varieties were 80 of cod, 30 of

whiting, 90 of roker, 30 of squid, three of turbot and brill, 20 of plaice and five of soles.

As the grossings show there

was again good demand for all varieties landed by the local fleet.

Royela's refit

THE Rye, Sussex, based Royela (right) has just undergone a long refit at the Medway Yacht Co.'s Gillingham yard so that she will pass her DoT survey. The 42ft. registered length trawler-salaloper, operated by Stan Pepper of Rye, is a former Scottish boat. More details in *Fishing News* soon.

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COD & POLLACK NETS. 18½ meshes deep 6" mesh 210/9 Twine 25 fath. long Rigged with rings on the footline for rough grounds wrecks.

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20½ meshes deep 6½" mesh 1000 meshes long 210/9
PRICE £17 plus £1.36 VAT
Delivery if not from Stock - 3 to 4 weeks
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Runaway skipper now 'sorry'

ABERDEEN trawler skippers are concerned by what seems to them to be a stepping up of fishery inspection patrols by the Faroese in their waters.

It has been claimed that Aberdeen trawlers have been withdrawn from the waters and a strong protest has been sent by the John Wood Group to the British authorities seeking clarification into trawlers being stopped and inspected for small mesh gear.

Apart from the Arctic Gaffard incident last week (see page one), the John Wood-owned trawler *Burwood* was stopped and boarded by the Faroese patrol

vessel *Jaldried* and it was alleged that Skipper Alister Nelson had been fishing illegally and had on board a small mesh net.

After the boarding party left his vessel, Skipper Nelson made for Aberdeen instead of going into Torshavn as requested. It is understood that his case will be heard later this month in Torshavn, perhaps in absentia.

Skipper Nelson has since apologised to the Faroese authorities and a spokesman for the John Wood Group said he should have cooperated with the fishery protection vessel.

The spokesman said Skipper Nelson was prepared to go along with the company to co-operate with the Faroese and have the matter cleared up.

At the weekend another Aberdeen trawler, *Aberdeenshire Venture*, was stopped and boarded by the same protection vessel and

WORLD FISHING EXHIBITION

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(August 31-September 1)

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PORT HIT BY CREW PROBLEM

IN ADDITION to a shortage of fish Fleetwood is now feeling the effects of a loss of trawler officers.

Bill Rawcliffe, Fleetwood trawling manager for Boston Deep Sea Fisheries, said last week: "There is a particular shortage of bosuns, chiefs and mates. The port has barely enough skippers and certainly there is not enough cover."

"People are leaving the trawling industry and not enough young recruits are coming into it."

John Bruce, superintendent of the port's shipping pool and, like Mr. Rawcliffe, a former trawler skipper, said: "All officers are in short supply and I think our biggest loss has been in good cooks."

Some men had gone to work on oil rigs and others had left fishing because of the problems facing the industry, he said.

The shortage is a bit of a worry but we are still managing to get ships away."

Forty-five young men had applied for the courses but it could not take them all. It was hoped to get a big class and eventually place the rest in the industry.

This was due mainly to the very poor west coast fishery.

The report says the white fish industry had a very good year. Demersal landings (cod, haddock, whiting and saithe) increased by 23,000 tonnes to just short of their previous record level of 273,000 tonnes. Earnings in this sector rose by £20m. to a new record total of £692,904.

Schemes in progress included a major programme of harbour deepening at Fraserburgh, the repair and extension of the slipway at Wick, construction of a new pier at Gairloch and land reclamation for vehicle marshalling at Mallaig.

Works completed during

the year included harbour

improvements at John

O'Groats and Peterhead, and

the construction of a new lan-

tern.

In 1976 the shellfish sector

overtook the herring fishery

in value. Though the total

weight of the catch was only

a small drop in the number of

part-time fishermen.

Grants totalling £266,453

were offered during the year

towards the construction, im-

provement and repair of

fishery harbours, and

payments actually made on

work completed or in progress

totalled £12.4m. was 87

per cent higher.

Total size of the Scottish

fishery fleet fell in 1976 by 82

vessels, to a December total

of 2,616. However, employ-

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number of fishermen

employed full-time rising

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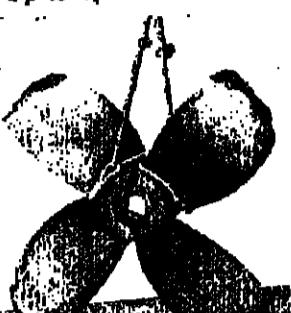
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Prepare to retreat inside our limit

THE DIRECTOR of Aberdeen's Torry Research Station believes that most of the UK fish supply will in future be found in the waters inside our 200-mile limit "as was the case at the beginning of this century". But the British consumer will have to get used to different species, including mackerel and blue whiting.

TORY REPORT

year, it mentioned equipment from the USA designed to extract crabmeat by process of continuous centrifugation. Further work on this process, plus a cost/benefit analysis by MAFF economists, indicates that it might be applied to the crab *Cancer pagurus* to produce meat for canning. In 1976 the UK imported about £1m worth of canned crab.

"Nevertheless," Dr. Burgess continues, "it is time to look ahead, perhaps to 1978 or 1979, when the necessary technology will probably be available to allow blue whiting to be used as food fish. Will it prove possible to apply this technology?"

Unfortunately, some of the weightier questions about the use of blue whiting may not be answered until there is considerable industrial involvement in a commercial fishery.

Even closer collaboration is needed between industry, government scientists and technologists if anything is to be made of the large stocks of blue whiting.

Dr. Burgess says that prospects "still appear sufficiently promising to justify the R & D effort that has gone into the work."

Torry has also been looking at other species and processes. In its report last

continuous blast freezer with a throughput of less than 450lb an hour. Extensive preliminary tests have confirmed some of the design calculations.

Results indicate that weight losses will be comparatively low and that it can operate for considerably longer than one working shift without sufficient change in defrost performance to make this necessary.

In its work on quality assessment and control, Torry claims to have devised a quicker method than feeling samples with the fingers for determining bone content of fillets. The method is for the analysis of samples up to one kg in weight. Said to

be quick, simple and convenient, it can be used to mince or fillet.

The Torry report mentions the station's work on Antarctic krill as one of the many examples of the continuing collaboration between the European laboratories engaged in fish research.

A Torry worker travelled

with a West German expedition which collected krill and samples were sent to Aberdeen where Torry has been studying storage properties of this small crustacean.

Utilisation of krill presents enormous problems, notes the report. The most abundant species, *Euphausia superba*, resembles a small shrimp and averages two to three inches long. The amount of tail meat is less than in brown shrimp of the same length.

When cooked, this has a mild shrimp-like flavour and Torry describe the texture of the meat as "slightly sloppy". It is potential as a raw material for food but no product of wide appeal has yet been made from it.

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BLAST ON FREEZER

AN ENGINEROOM explosion which disabled Boyd Line's Arctic Freebooter off the Northumberland coast last week is less serious than at first thought.

None of the crew of 28, including six trainees, aboard the 1,183-ton Hull freezer was injured.

She was towed into South Shields for repairs which are expected to be completed during the present week.

A spokesman for the owning company told *Fishing News* that, when repairs are complete, Arctic Freebooter will resume her trip to Bear Island.

The explosion occurred around 2.30 a.m. last Friday when the freezer trawler was six miles east of Coquet Island. The only man in the engineroom was the second engineer, Gordon McDonald of Fleetwood, who later said: "There was a big bang and the place was filled with smoke and there was oil all over the place. I could not see a thing until the smoke cleared."

"I was standing by the controls and reckon I was pretty lucky not to have been hurt."

He added that the engine started again but it was quickly shut down as it was running hot. Before the fire it had been running perfectly.

The boat has been named after fathers and uncles in the Cox family who, like the boat's owners, have given many years of service to the local lifeboat station.

More details and pictures of Four Brothers in *Fishing News* soon.

Quote of the week

"THERE is a cocoon of cotton wool around the EEC. It is like a taur baby. The more one punches, the deeper one's fist sinks in, and one gets nowhere at all."

JAMES JOHNSON MP (Hull, West)

Westminster

unidentifiable drifting hawsers is an insurable risk. I understand, however, that the fishermen's representatives intend to raise this matter for further discussion at the next meeting of the group.

Mr. Henderson (Scottish National, Aberdeenshire) asked the Secretary of State for Scotland:

(1) What is the number of claims lodged, how they were settled, and what has been the amount paid out of the compensation fund administered by the Fisheries and Offshore Oil Consultative Group since its inception.

Mr. Hugh D. Brown: The main cost to public funds has been the provision by the Department of Agriculture and Fisheries for Scotland of the secretariat to the group and the cost of attendance at meetings by departmental officials. The total cost for the three years since the group was formed is estimated to be about £25,793.

Seven have been rejected and 21 have still to be considered. The average time taken to settle claims against the fund is about two months.

Mr. Henderson asked what consideration has been given to extending the provisions of the Compensation Fund to include realistic compensation for fishing time lost during repairs and for damage to hauls.

Mr. Hugh D. Brown: The United Kingdom Offshore Operators' Association, which is represented on the Fisheries and Offshore Oil Consultative Group, has taken the view that damage to fishing vessels and their equipment, for example

be not also aware that last year double the quota recommended was fished.

Mr. Silkin: "The gentleman makes a valid point. I must confess that and my officials are deeply concerned. We may, if we are not careful, see exactly the same thing happening with mackerel as has been happening to herring."

We are therefore studying the measures that will need to be taken to protect what we regard as a valuable resource.

"In any case, there will be a stock which will be a valuable trade-off in the future."

FISHING RIGHTS

Mr. Luce, (Con., Shropshire), asked the Minister of Agriculture, Fisheries and Food, what is the present state of negotiations between the EEC and non-member States on reciprocal fishing rights.

Mr. John Silkin: "Progress is being made in a number of areas in addition to those already signed."

"Following recent consultations with Norwegian fishermen, we are due to return to fishing for cod in northern Norway in September."

"Fishing in the Northern Sea, part of the North Sea and the Soviet part of the Baltic Sea, continues at a high level, for the time being."

"Difficulties have arisen with the Russians, but arrangements have been made to continue negotiations."

Mr. Hicks (Con., Bodmin): "Is the Minister not aware of the anxiety felt in the south-west about the future of mackerel stocks?"

August 6, 1977

August 5, 1977

REPORT ON 'GAUL' CLUES

SCIENTISTS at Portsmouth have completed their examination of a liferaft container trawled up from the Hull trawler *Gaul* earlier this year.

A joint campaign is to be launched by Devon and Cornwall county councils to persuade the Minister, John Silkin, to stop industrial fleets converging on the south-west to hit mackerel stocks.

The report is now being considered by the marine division of the Department of Trade and Industry.

The report has been written by marine biologists and others at a Ministry of Defence research station at Eastney, where work involves studying the effects of exposure on warship materials.

Consideration is now being given by the Minister of Trade, Stanley Clinton-Davis, to a possible search for the factory ship.

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'Teal'

A NUMBER of new bobbins were brought to the show by Trawl Equipment (Aberdeen) Ltd., manufacturers of the Teal range.

One of these, the 21/10 wheel-type bobbin, has been used successfully by deepsea vessels working off Norway and Canada.

Its 10in. wide tread gives a wider wear area and is, therefore, longer lasting. It has a diameter of 21in. and incorporates strong supporting spokes, a deep wear area and a very robust centre nave.

Being made of rubber it is lighter on deck than a steel bobbin, but is almost the same weight in water.

Show visitors were also interested in the new 18in. semi-spherical solid rubber bobbin used successfully by Scotland's middle water trawlers on heavy ground.

Weighing 102lb., it is made of high-density, high abrasion-resistant rubber and

CATCH '77 review

Another look at the Humber side show

its shape gives less resistance to drag and increased stability on the seabed. A 21in. version is also available.

Trawl Equipment has just developed a spherical, self-draining rubber bobbin and a 12in. mock up was on show.

A spokesman said one in three visitors to the stand had



Above left: Trawl Equipment's new Teal 21/10 wheel-type bobbin has a ten-inch wear area.

Above right: Lister's new STW2M water-cooled diesel of 20 hp is now powering inshore boats.

time there has been one made from rubber.

A power block sheave coated with rubber was also on display. The firm has been re-rubberising power blocks for the last 15 months or so.

Lister

THE new STW2M water-cooled diesel engine giving 20 bhp at 2,300 rpm

been particularly interested.

The bobbin is designed to give the required weight in the water, but it is lighter to handle on deck as the water drains out when it is lifted out of the sea.

There are self-draining

bobbins made from other materials, but this is the first

proportion, irrespective of the depth being sounded.

It offers a choice of seven ranges, from five to 500m., and all ranges can be continuously phased from nil to 2,000m. with digital depth indication of the upper limit.

Steady picture and bottom lock facilities are available and the unit can operate independently or with the LAZ 72 sounder.

Both units use ceramic transducers and there is a wide range of ultrasonic frequencies up to 20 kHz, plus a choice of electrical outputs.

Recordings can be made on the 9in. wide paper of the LAZ 72 in a choice of 15 switchable range scales; clear detection of fish close to the bottom can be achieved with the "grey line" system.

The LAZ 100, designed for the smaller vessel, was of special interest at Hull as it is suitable for north-east coast cables.

Operating at a frequency of 60 kHz, with an electrical output of 800 W, the LAZ 100 uses a 6in. wide dry recording paper and has nine sounding ranges; "grey line" features help indicate fish close to the bottom and also the type of ground. The recording unit is housed in a seawater resistant case.

This is the first time that Lister has turned to water-cooled engines in the 20 to 30 hp range and the unit can be used for propulsion or auxiliary work.

A number are now powering full time fishing vessels, including two owned at Aldeburgh, Suffolk.

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Recalling some of the stories which appeared in our columns this week 50 years ago.

AUGUST 6, 1927

ACCIDENT insurance scheme for skippers and mates of steam trawlers pays £4 a week for temporary disablement and £800 in the event of death. Premium: £4 7s. 6d. a year.

ABERDEEN line fishing steamer *Ferndale* lands "the largest halibut ever brought to a west coast port." The 329lb. giant sells for £6 14s. at Fleetwood.

POWERED fishing vessels "at last becoming established on coast of Brittany after long years of strenuous opposition." It was thought motors would cause a fish glut and cut prices.

SHARE fishermen to be included in the National Insurance Scheme.

FISH dealer in court on cruelty charge after disembowelling two live eels. Case brought by RSPCA was dismissed.

TRAVELLER just returned from India describes a fish that leaves the water and climbs trees.

STEAMER *Spigola*, first Italian ship of her type to land at Fleetwood, collides with an incoming trawler and is detained until a guarantee for the cost of repairs is received.

WIRELESS telephone apparatus "will become extremely useful for passing information from one ship to another." Six Pickering and Haldene trawlers now fitted with experimental sets.

Congratulations to the Skipper and Crew of the *BOUNTIFUL*

We had the pleasure of supplying

**RAPP 24 RA
POWER BLOCK
GOOSENECK
CRANE**

**ANCHOR
WINCH**

**BOOM
SWINGER**

14in. FISH PUMP

**FISHING
HYDRAULICS**
(Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND

Tel 0388 20717 Telex 73355

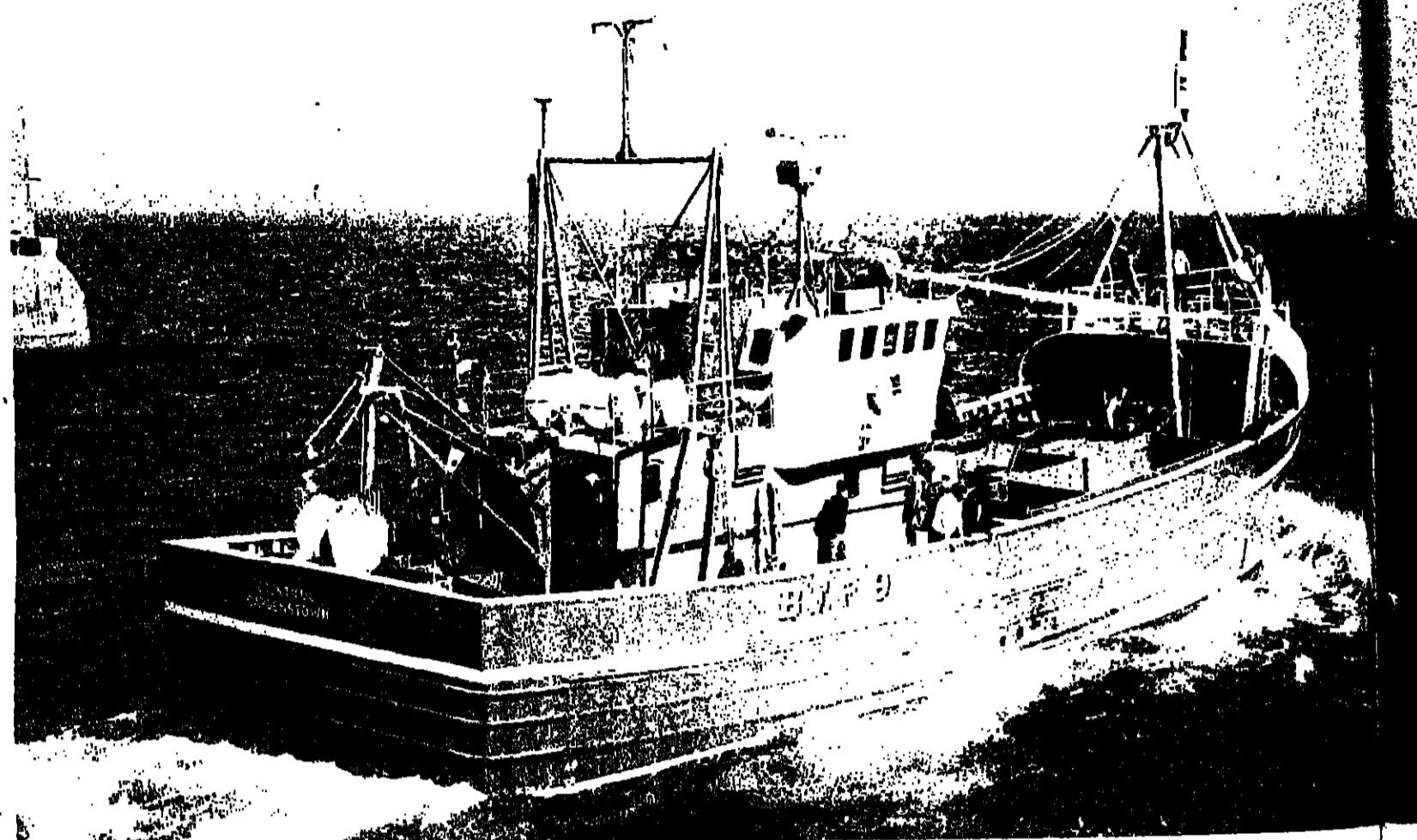
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'BOUNTIFUL' MAKES



...five years and two yards later

directed through changeover valves to whichever unit requires the power.

A Robertson trawl winch is fitted on deck forward at the port side in the shelter of the whaleback.

Living on the centre line, just aft of the trawl winch, is a Northern Tool and Gear 'Mastra' Mk 11 seine net winch driven by a Dometic motor.

There are two Ford auxiliary engines.

The model 2704ET six cylinder turbocharged unit produces around 160 hp at 2,400 rpm and provides power for a BKB Electric Motors Ltd. 415V three-phase 50 Hz a.c. alternator, Transmotor 24V alternator and a hydraulic pump for fishing gear retrieval.

Another BKB 415V alternator and Transmotor 24V alternator are driven from the model 2712E four cylinder, naturally aspirated, engine which runs at 1,260 to 2,600 rpm and develops 50 hp.

The engine is fitted with a Brown Boveri turbocharger and has compressed air starting.

A Dowty variable displacement hydraulic pump for the trawl winch is driven from the fore end of the main engine through a Northern Tool and Gear 'Mastra' step up gearbox and clutch. This can also drive the seine net winch through a changeover valve and can also power the fish pump through a reducing valve.

A Vickers hydraulic pump, plugged into the 'Mastra' gearbox, drives the boom swinger, power block and anchor windlass.

Two tanks in the engine room and one in the stern carry a total of some 4,000 gallons of fuel oil and a 700-

gallon fresh water tank is fitted.

Electrically driven equipment in the engineer room includes two Densi SA80 Major three in. bilge and general service pumps and two Worthington Simpson air compressors.

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Fish finding aids in the wheelhouse include Elac Sonar and LAZ 44 Sonarscope, Elac LAZ Echograph, LAZ Fishscope and Simrad Trawllink FL Netounder.

Communications and navigation equipment includes: 'Sailor' T122 R105 sub radio telephone, two 'Sailor' RT144 vhf radio telephones, Furuno FRS 24 radar, Decca RM914 radar, Simrad RW watchkeeping receiver, Woodsman talk back system, Ben Amphitrite speed log, Decca Mk21 Navigator, 450 automatic pilot and 350T track plotter.

Trawl gaffs are fitted at the starboard bow and both quarters and seine rope leads are of Whale manufacture.

Chalmit rubber-cased floodlights are fitted on the superstructure.

The fishroom is insulated on the bulkheads and is divided into two with a door in the intervening bulkhead. It is fitted with steel stanchions and wooden division boards.

Morse engine throttle controls and Westinghouse propeller pitch controls and Tenfjord steering handles are duplicated. There is also a Morse control for the winches.

A cabin for the skipper leads off the after end of the wheelhouse. The crew's cabin is arranged below deck aft.

Central heating in accommodation and deckhouse is by Dimplex oil-filled electric radiators.

A KampaSafe KS35 electric cooker is fitted in the galley. In a separate messroom below the wheelhouse a Deep cold fridge and deep freeze is fitted.

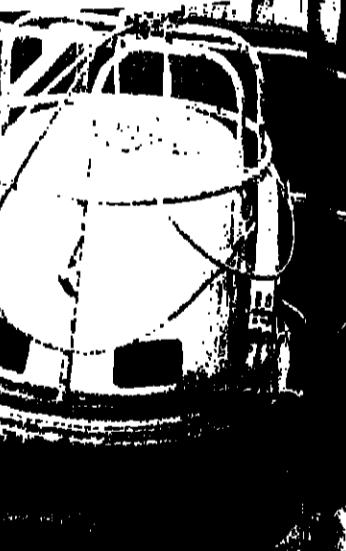
Other facilities in the deckhouse include a shower and wash basin and a separate w.c.

Fishing gear includes: Apeidoone pelagic nets, Boris white fish trawl, Norman of Denmark shrimp trawl and Blair of Dundee net. Vessel other boards.

Top: electronics in *Bountiful's* wheelhouse includes: Elac Mitsu Ladar sonar (right) and LAZ 72 Echograph. On the far right is the Decca 450 Autopilot and RM914 radar.

Above: Skipper and part-owner of *Bountiful*, James West (left), with Roderick Forbes, a director of the boat's builders, J. & G. Forbes and Co. Ltd.

Left: *Bountiful's* power block is the model 24RA by Rapp; the Norwegian firm also supplied the boat's boom swinger and anchor windlass.



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Top: electronics in *Bountiful's* wheelhouse includes: Elac Mitsu Ladar sonar (right) and LAZ 72 Echograph. On the far right is the Decca 450 Autopilot and RM914 radar.

Above: Skipper and part-owner of *Bountiful*, James West (left), with Roderick Forbes, a director of the boat's builders, J. & G. Forbes and Co. Ltd.

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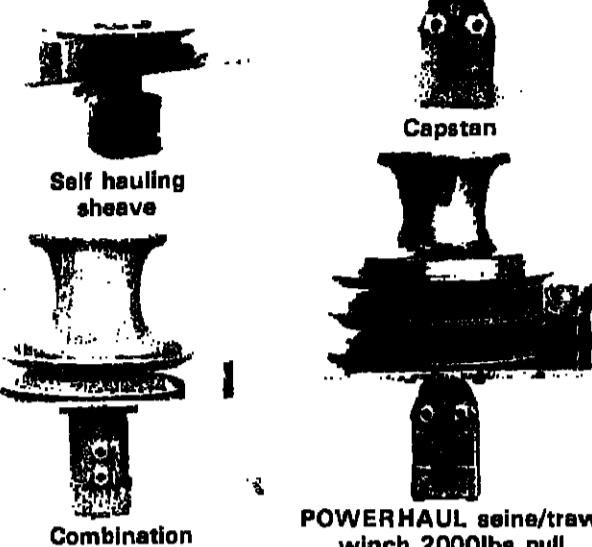
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Specify POWERLIFT**for your vessel**

Complete range of haulers to suit your requirements with hauling capacities of: 900lbs, 1400lbs, 2000lbs.



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Phone 880462. Telex: 30298.UK distribution: Colin Manning
20 Hirion Estate, South Stack Rd, Holyhead,
Anglesey, Wales. Telephone: Holyhead 4415.**HUNDESTED MOTOR & PROPELLERFABRIK LTD**3390 HUNDESTED, DENMARK
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Fish Docks, Grimsby.
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Boat available now less engine and steering
or complete, ready for sea; with diesel
engine, 4 weeks. 17' 0" and 11' 0", Dorys
also stocked. Phone:**Dixon Kerly Limited**

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£64,041: *Vivaria*, BUT (Sk. R. Kurz), 1,840 k, B1, 22 days.

£64,098: *Northern Reward*, BUT

(Sk. W. Harris), 1,552 k, B1, 23

days.

£59,184: *Spurs*, Consol (Sk. W. G. Hardie Jnr.), 1,703 k, B1, 23 days.

£37,277: *Ross Khartoum*, BUT (Sk. F. Gray), 1,074 k, WS, 24 days.

Middle water

£24,192: *Ross Civet*, BUT (Sk. A. Redpath), 975 k, W, 16 days.

£23,800: *Ross Leopard*, BUT (Sk. P. McCarthy), 1,015 k, W, 17 days.

£22,364: *Boston Phantom*, Boston (Sk. C. Newton), 982 k, W, 16 days.

£19,849: *Ross Zebra*, BUT (Sk. R. Reeves), 990 k, W, 14 days.

North Sea

£7,221: *Lofoten*, Lindsey (Sk. C. Nicholls), 206 k, NS, 12 days.

£6,344: *Lepanto*, Lindsey (Sk. T. Oxton), 183 k, NS, 12 days.

Sailors

£8,820: *Anne Scott*, Jubilee (Sk. M. Dam), 257 k, NS, 19 days.

£8,556: *Coral Bank*, Sleight (Sk. D. McKenny), 217 k, NS, 16 days.

£8,491: *Isha*, Richardson (Sk. D. Sorensen), 174 k, NS, 13 days.

£6,425: *White Bank*, Chapman (Sk. O. Christensen), 182 k, NS, 17 days.

£6,261: *Olbek*, Richardson (Sk. C. Thomsen), 160 k, NS, 14 days.

£6,255: *Fredrikborg*, Sleight (Sk. G. Mussen), 175 k, NS, 17 days.

Pair teams

£17,791: *Laurids Skomager*, (Sk. Jorgen Bojen), 459 k, and £16,820:

Ann Charlotte, (Sk. R. Collins), 429 k, both John R., NS, 8 days.

£9,460: *Ling Bank*, (Sk. G. Hall), 281 k, and £2,621: *Halton*, (Sk. R. Penketh), 85 k, both Sleight, NS, 12 days.

£6,917: *Jarvit*, (Sk. J. Zeebroek), 179 k, and £4,968: *Jilannon*, (Sk. R. Zeebroek), 135 k, both Richardson, NS, 8 days.

Gill netters

£5,900: *Wardley*, Consol (Sk. E. Lose), 119 k, NS, 6 days.

HULL

£76,808: *Somerset Maugham*, Newington (Sk. B. Taylor), 2,202 k, WS, 24 days.

£54,180: *Ross Leonis*, BUT (Sk. D. Paterson), 1,462 k, B1, 22 days.

FLEETWOOD

Bear Island

£36,004: *Ella Hewett*, Hewett (Sk. J. Buckley), 1,141 k, 26 days.

Rockall

£24,622: *Gavina*, Marr (Sk. C. Scott), 943 k, 11 days.

£20,266: *Wyre Conqueror*, Wyre Sk. W. Spearpoint), 789 k, 11 days.

£18,809: *Wyre Revenge*, Wyre (Sk. T. Watson), 680 k, 13 days.

£18,802: *Boston Bevlerley*, Boston (Sk. M. McMillan), 758 k, 11 days.

£18,383: *Boston Stirling*, Boston (Sk. A. Moody), 203 k, NS, 2 days.

Homewater

£7,461: *Andrew Wilson*, Hazel (Sk. F. Thompson), 233 k, 14 days.

£5,142: *Replenish*, Ward (Sk. M. Oldman), 168 k, 15 days.

£4,753: *Resolute*, Ward (Sk. W. Wanless), 791 k, F, 15 days.

£12,120: *Arctic Attacker*, Liston (Sk. M. Acum), 608 k, NS, 13 days.

£4,633: *Fisher Rose*, Irvin (Sk. R. Clark), 261 k, NS, 3 days.

£8,734: *Bishop Burton*, Newington (Sk. T. Fairley), 299 k, NS, 5 days.

£16,624: *Ben Churn*, Irvin (Sk. T. J. Jamieson), 650 k, F, 13 days.

£16,371: *Ben Strome*, Irvin (Sk. E. Longhorn), 825 k, F, 13 days.

£16,220: *Scarlet Thread*, Irvin (Sk. T. Buchan), 214 k, NS, 3 days.

£4,170: *Rose of Sharon*, AF (Sk. A. Moody), 203 k, NS, 2 days.

£16,300: *Arctic Challenger*, Liston (Sk. K. Grubb), 1,009 k, F, 14 days.

£20,932: *Arctic Reiver*, Liston (Sk. K. Wanless), 791 k, F, 15 days.

£12,120: *Arctic Attacker*, Liston (Sk. M. Acum), 608 k, NS, 13 days.

£7,778: *Arctic Crusader*, Liston (Sk. P. Wanless), 440 k, NS, 13 days.

£16,207: *Boston Beaver*, Boston (Sk. J. Banks), 83 k, 10 days.

Pair teams

£8,750: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 173 k, 13 days.

£6,832: *Bryher*, Norrard (Sk. A. James), 149 k, 13 days.

£5,114: *Rosewear*, Norrard (Sk. A. Simpson), 141 k, 13 days.

£12,732: *Westerdale*, Linke (Sk. B. Linke), 62 k, 9 days.

£1,382: *Arthur Harvey*, (Sk. J. Donovan), 30 k, 6 days.

ABERDEEN

£27,145: *Grampian Chieftain*, North Star (Sk. I. Thain), 812 k, F, 17 days.

£26,666: *Glen Urquhart*, Marr (Sk. A. Brown), 724 k, F, 15 days.

£20,053: *Burwood*, Wood (Sk. A. Nelson), 678 k, F, 13 days.

£17,648: *Glen Coe*, Marr (Sk. J. Simpson), 684 k, S, 16 days.

£15,280: *Ross Mallard*, BUT (Sk. J. Barclay), 624 k, S, 12 days.

HULL

£3,923 kits from two trawlers and

two North Sea seiners. Price

ranges per 100 kts. heads on

shelf cod, £32/£44.76 (average

£28.70); bulk cod, £26/£36.75 (average

£23.20); bulk haddock, £27/£36.50 (average

£24.50); selected fish, £22/£32.50 (average

£21.50); large turbot, £21/£31.50 (average

£20.50); large brill, £20/£30.50 (average

£19.50); large whiting, £19/£29.50 (average

NORTH SHIELDS

£18,876: *Suffolk Monarch*, Hobson (Sk. D. Smith), 572 k, NS, 11 days.

£15,982: *St. Georges*, East Coast (Sk. R. Jonas), 495 k, NS, 11 days.

£11,886: *St. Thomas*, East Coast (Sk. J. Mason), 394 k, NS, 11 days.

£11,684: *Boston Sea Dart*, Boston (Sk. A. Quantrill), 387 k, NS, 12 days.

LOWESTOFT

£14,629: *Admiral Jellicoe*, North Star (Sk. A. Cockburn), 451 k, S, 12 days.

MILFORD HAVEN

£27,145: *Grampian Chieftain*, North Star (Sk. I. Thain), 812 k, F, 17 days.

£26,666: *Glen Urquhart*, Marr (Sk. A. Brown), 724 k, F, 15 days.

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£15,280: *Ross Mallard*, BUT (Sk. J. Barclay), 624 k, S, 12 days.

NEWLYN

£1,666/£22.30; pilch, £1.19/£1.53;

sea trout, £1.38/£1.49; per lb.

PORT MARKETS

FRIDAY JULY 29

DUBLIN

8p/10p; per lb; round whiting,

£5/6; small lot, £1.18; ray,

£5/6; herring, £5/6; per box.

GRIMSBY

Expected during the week from

Bear Island; Boston Cam-

pano, Gillingham, Lord

Jellicoe, Northern Oil, Prince

Philip, Ross Kashim. From

Faroe and Westerly; Boston

Forester, Ross Orion, Ross

Trafalgar, St. Gerontius.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from

Bear Island; Boston Cam-

pano, Gillingham, Lord

Jellicoe, Northern Oil, Prince

Philip, Ross Kashim. From

Faroe and Westerly; Boston

Forester, Ross Orion, Ross

Trafalgar, St. Gerontius.

PORT MARKETS

MONDAY, AUGUST 1

GRIMSBY

A moderate supply of 4,280 kts.

from 16 boats met a good de-

mand. Prices: shelf cod,

£1.30/£1.40; prawn, 40/81p;

white sole, 18p/17p; black sole,

21.10/21.20; plaice, 22.40/22.50;

codling, 22.40/

